

ANNEX C TO COMSUBPAC OPORD 205
OPERATIONS

Ref: (a) FXP-1
(b) FXP-3
(c) FACS FACSDINST 3120.1
(d) NWP 10-1-10 (Operational Reports)
(e) CINCPACFLT OPORD 201
(f) CINCPACFLTINST 5840.2 (Responsibilities and Procedures for Military Customs Inspections in the Pacific Fleet)
(g) COMSUBPACINST 3100.5
(h) CTF 144/134/64 Joint OPORD 8144-95
(i) JAGMAN (Chapter 9)
(j) COMSUBLANT/COMSUBPAC JOINT OPORD 2000/201

1. PURPOSE. To provide standard guidance by which Submarine Operating Authorities (SUBOPAUTHs) exercise operational control (OPCON) of assigned ships within local OPAREAs.

2. BACKGROUND. General operational information and considerations:

a. Procedures for conducting fleet exercises will be in accordance with fleet exercise publications (references (a) and (b)). Exercise restrictions are in Appendix 5 to Annex C to reference (j).

b. Commanding officers shall review operation orders (OPORDs) and letters of instruction prepared by other commands for feasibility, safety and compatibility with standard submarine doctrine. Deviations and safety discrepancies shall be reported to the SUBOPAUTH for resolution.

c. Responsibilities and duties of the SUBOPAUTH, OSE, OCE and OTC for the conduct of submarine and antisubmarine exercises are defined in reference (a).

3. OPERATING AREAS. Detailed information regarding fleet operating areas and submarine transit lanes is contained in reference (c).

a. Assigned Areas. In local operating areas, submarines may operate submerged in accordance with assigned OPAREAs, transit lanes, MODLOCS or SUBNOTES.

(1) Submerged submarines will remain one nautical mile from area boundaries to ensure safe separation. When navigation factors require, commanding officers will institute additional separation from area/transit lane boundaries to ensure safe operations. Torpedo firing exercises shall be conducted to ensure that the torpedo completes its run within the assigned area.

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(a). When in receipt of continuous external fix information (i.e GPS or visual fixes), submerged submarines may approach to within 1000 yards of area boundaries.

(2) Submarines may conduct surfaced transits through local OPAREAS, including those areas assigned for exclusive use of another submarine, provided the fathometer is operated in the NON-SECURE mode, at maximum usable power or ship's speed is greater than ten knots.

b. Submarine Transit Lanes

(1) Submarine transit lanes are established in all three local operating areas and are shown on the local fleet oparea charts.

(2) Submarine transit lane assignment and authorized depth zones follow the same procedures as operating areas. For example, if a submarine in the Hawaiian Opareas is assigned transit lane Aloha in the CTG 14.5 Opsked, then no other submarines will be assigned grid areas that overlap the transit lane. Conversely, if a submarine has a grid assignment that overlaps a transit lane, then the transit lane will not be assigned to any other submarines.

(3) FXP-1 safety precautions apply. The safety course in transit lanes is the lane axis.

(4) For operational security, submarines should not be always routed via transit lanes. Lane assignment will be by the local SUBOPAUTH.

(5) When submerged transit is authorized, the depth at which a transit of a fleet operating area in a transit lane is conducted will be surface to test depth, unless otherwise directed by the SUBOPAUTH.

c. Depth Zones in Fleet OPAREAS

(1) Unless otherwise specified in a SUBNOTE or the weekly OPSKED, all Fleet OPAREA and MHN assignments are for surface to test depth.

(2) Submarines assigned a DEEP DEPTH ZONE are also exclusively assigned those stovepipes or portions of stovepipes within the boundaries of the assigned areas.

(3) Additional guidance is provided in Appendix 4 to this Annex.

4. MOVEMENT INFORMATION

a. A welcoming message will be sent by the local SUBOPAUTH about 72 hours before arrival of ships returning from deployment, returning from overhaul out of the area, shifting homeports, or visiting. This welcoming message shall include:

(1) Task designator (if applicable).

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- (2) Administrative assignment.
- (3) Rendezvous information and berthing assignment.
- (4) Identity of the senior officer in the boarding party.
- (5) Submarine transit lane and operating area assignments.
- (6) Local submarine communications requirements.
- (7) Other information and special instructions, including terrorist threat information, if applicable.

b. When a firm ETA is established, the local SUBOPAUTH will arrange for tugs, berths, associated facilities, and inspection by federal officials, if required. Arrangements for port services will be made for ships on local operations based upon the completion time of the last event listed in the weekly operations order.

c. Surface ships shall file LOGREQs in accordance with reference (d).

d. Arrival times of submarines conducting classified transits or on local operations (less SSBNs) will be classified confidential at a minimum and shall remain classified until 2 working days prior to ETA. SSBN arrival times are classified SECRET until arrival, but may be promulgated to personnel with a need to know, such as wives or off crew, up to ten days in advance of arrival.

e. Entry Arrangements. Upon receipt of a firm ETA, the SUBOPAUTH or his representative will arrange for agriculture and customs officials (when required) to meet the ship. Immigration officials will be notified and afforded an opportunity to meet the ship for arrivals of non-U.S. ships or ships with non-U.S. citizens on board.

(1) The U.S. Department of Agriculture requires the following signed statement to facilitate clearance of the ship:

"This is to certify, to the best of my knowledge, through inspection, the crew has no plants or prohibited agricultural material on board. A thorough inspection has been made of crew lockers, all pantries, galleys, refrigerators and reefer boxes, store rooms and military passenger baggage loaded in foreign ports."

(2) Military Customs Inspection Program. Commanding officers of ships are responsible for certifying to customs officials, upon arrival at the point of entry into the customs territory of the United States, that a required inspection was made of their ship and that no contraband or controlled substances were illegally on board. Reference (f) tasks subordinate commanders to ensure that adequate quality control measures are instituted to maintain credibility of self-inspections by commanding officers.

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(3) Immigration. Requiring warships to provide a manifest of all embarked personnel is contrary to the principles of sovereign immunity. However, crew-members going ashore may be subject to inspection by immigration officials. U.S. immigration officials may request permission to come aboard to coordinate their requirements.

5. DISPERSAL/EMERGENCY SORTIE/IMMEDIATE SORTIE. Emergency sortie, immediate sortie, dispersal and associated exercises will be directed by the Operational Control Authority or by SOPA. This annex supports local directives for the planning and execution of immediate sortie, emergency sortie, and dispersal of submarines and submarine rescue ships. Appendices 1, 2, and 3 provide specific details for the Hawaiian, California and Puget Sound areas. Ships in areas not addressed by this Annex must consult and comply with the appropriate area commander's plan. When no emergency sortie or dispersal plan is available, the SUBOPAUTH or senior submarine commanding officer will initiate such action as necessary for the protection of SUBPAC ships present, coordinating with SOPA and keeping the SUBOPAUTH advised.

a. Dispersal and Emergency Dispersal. Dispersal is a defensive measure designed to minimize damage to ships by reducing the concentration of prime targets for enemy attacks. Emergency dispersal is considered to have two phases: (1) sortie, and (2) the movement of ships to areas of lessened vulnerability (i.e., dispersal areas). Dispersal Conditions ALFA through DELTA are defined in reference (e), Annex C.

b. Emergency Sortie. An emergency sortie is the expeditious movement of ships without prior notice, but in accordance with a pre-arranged plan which prescribes an orderly movement from the harbor. In addition to being an integral part of emergency dispersal, emergency sortie may be directed in the event of tsunami, hurricane or storm, earthquake, civil disaster, industrial disaster or other port emergency.

c. Immediate Sortie. Immediate sortie is the movement of ships as soon as physically possible without reference to priority among ships or any stated plan. Immediate sortie will be used as required to clear the harbor expeditiously to avoid natural disaster, possible enemy attack, civil disaster or for other appropriate reasons.

6. EMERGENCY DISPERSAL TRAINING EXERCISE - KENT RUNNER

a. KENT RUNNER is the unclassified code name of a training exercise for the purpose of familiarizing commands with initial emergency dispersal in the event of an actual or imminent outbreak of hostilities. KENT RUNNER exercises are described in reference (e), Annex C, and in Appendices 1, 2, and 3 to this annex.

b. Definitions

(1) KENT RUNNER is an actual dispersal of ships and aircraft.

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(2) KENT RUNNER MINUS is an actual dispersal of ships and a simulated dispersal of aircraft.

(3) KENT RUNNER CPX is a command post exercise in which the dispersal of ships and aircraft is simulated. No actual movement of forces is to be executed. Activation of appropriate communications circuits is expected.

c. Limitations. Ships in overhaul will not participate. Unless otherwise directed, ships in upkeep shall participate in KENT RUNNER CPX, but will not participate in KENT RUNNER or KENT RUNNER MINUS. Ships at sea, unless otherwise directed, will not participate in KENT RUNNER CPX.

7. RESTRICTED WATER OPERATIONS

a. General. Several areas routinely used for submerged operations are uniquely more hazardous because of their proximity to shoal water and/or the type of operations conducted in those areas. Specific areas of concern are:

NANOOSE
DABOB BAY
HOOD CANAL
CIAR (CARR Inlet Acoustic Range)
DESTRUCTION ISLAND (Quinault Acoustic Range Facility)
UNIFORM ONE (San Francisco)
SCARF (Santa Cruz Acoustic Range Facility)
WILSON COVE (San Clemente Island)
SEAFAC (Behm Canal)
PENGUIN BANK (HAWAREAS L14/M13/M14)

b. Background. Each of the above operating areas is in relatively shallow water and in close proximity to land. Operations in these areas require at a minimum an augmented underway navigation team that is practiced in precise ship's positioning. Many of these locations have extensive underwater tracking arrays which tend to reduce the attention on the part of the ship toward safe navigation, placing heavy reliance on the ability of the tracking array. The COMSUBPAC collision and grounding brief provides valuable lessons learned from operations in restricted waters and is recommended for review prior to operating in restricted waters.

c. Responsibilities. In those cases where an underwater tracking range is installed and operating, the range operating authority has the responsibility to provide information to assist in safe navigation; however, the ship's commanding officer is not relieved of his responsibilities for safe navigation.

(1) The commanding officer shall:

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(a) Closely review the area of intended operations to identify all hazards to navigation and safety and to determine operating limits and constraints on the ship. Ensure the best navigation documents are available for use.

(b) Thoroughly review the intended operation schedule of events/parameters to ensure that they do not exceed the capabilities of ship's personnel. Adequate rest for key navigation personnel (at least 6 hours) shall be provided each day.

(c) Ensure that pre-operations briefings are conducted for all key personnel with specific emphasis devoted to navigational safety. The briefing should cover the specific operation (evolution to be conducted in restricted waters) and should be conducted shortly before the operation to ensure the information presented is retained.

(d) Prepare and implement a navigational plotting team and ship control party watch bill that will be capable of providing appropriate navigation support and safe submerged shiphandling throughout the operations. If sufficient trained personnel are not available, the schedule should be modified to meet the capabilities of the ship.

(e) Immediately bring to the attention of the SUBOPAUTH those events or operations which he decides not to conduct due to hazards involved.

(f) While operating on ranges where tracking information is provided, satisfy himself prior to commencement of operations and at frequent intervals during operations that range-provided tracking data is accurate, timely, and correlates with other available means of fixing the ship's position.

(g) Terminate any operation which will hazard his ship or personnel.

(2) The SUBOPAUTH shall:

(a) Review thoroughly the schedule and content of planned operations to verify that these operations:

1. Are conducted within the ship's submerged operating envelope.
2. Do not place demands on ship's force personnel that are inconsistent with the demonstrated state of training.
3. Do not require the ship to operate at undue risk.

(b) Formally approve those operations which the ship is authorized to conduct. Approval is not explicit direction to the commanding officer to conduct the operations (See paragraph 8.c.(1)).

(c) Schedule a pre-operations briefing which uses a check list approved by the SUBOPAETH for the following areas:

DABOB BAY
QUINAULT RANGE
CARR INLET
NANOOSE
SEAFAC

(d) Ensure that an officer, lieutenant commander or senior, qualified in submarines, is assigned and present at CARR INLET and POINT REYES to act as safety observer when post-overhaul sea trial shallow dives are being conducted. In addition, a range safety/liaison officer shall be present at CARR INLET and POINT REYES at all times.

(e) Schedule a dedicated five-day ISE period to enable the ship to develop the requisite state of training before scheduling range operations.

(3) The Immediate Senior in Command (ISIC) shall:

- (a) Ensure that the ship is manned by the appropriately trained and qualified personnel.
- (b) Ensure the material condition of the ship will support the scheduled operations.
- (c) Review trial agenda/procedures to ensure safety limitations are not exceeded. Make appropriate recommendations to the SUBOPAETH concerning the agenda.
- (d) Ensure all desired trial prerequisites are included in the agenda.

8. ENCOUNTERS WITH FISHING VESSELS OR TUGS WITH TOW

a. If a submarine knowingly comes in contact with, snares/snags or has a collision with a fishing net, fishing trawl or submerged tow cable:

(1) Inform the SUBOPAETH as soon as possible. A UNIT SITREP is required, and a OPREP-3 should be considered, dependent upon the severity of the incident/collision. The status of the safety and well-being of the crews of both ships should be provided as soon as it can be determined.

(2) Every effort should be made to ascertain the safety and well-being of the other vessel and its crew and to render humanitarian assistance as necessary as soon as possible. This will

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normally require visual observation at periscope depth, and/or surfacing to make voice contact with the other ship to ensure the other ship is out of danger. The severity may be masked by the large size and mass of a submarine relative to the size of a fishing vessel/tug. SSBNs should consult reference (h) for further guidance as it relates to the defense condition in effect.

(3) Initiate an informal JAG manual investigation into the circumstances surrounding the encounter and report in accordance with reference (i). This will be required to support a possible claim in admiralty court. In addition, and only if readily available, retain a sample of any fishing net/trawl line ensnared for use in investigation damage claims.

b. Specific guidance, as applicable, concerning fishing activity and tug and tow routes is contained in individual OPAREA procedures, Appendices 1 through 3 of this Annex.


9. SPECIFIC AREA GUIDANCE. Appendices 1 through 4 provide specific guidance concerning operational matters in the Hawaiian, California and Puget Sound operating areas. These appendices include dispersal, emergency sortie, range safety and, Search and Rescue (SAR) procedures as well as local operating area requirements, harbor procedures and retriever operations.

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APPENDICES:

- 1--HAWAIIAN OPERATING AREA PROCEDURES
- 2--CALIFORNIA OPERATING AREA PROCEDURES
- 3--PUGET SOUND OPERATING AREA PROCEDURES
- 4--DEPTH ZONE AND STOVEPIPE PLAN

Authenticated:


W.F. TRAUB
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Flag Secretary

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APPENDIX 1 TO ANNEX C TO COMSUBPAC OPOD 205
HAWAIIAN OPERATING AREA PROCEDURES

Ref: (a) FACSFACDINST 3120.1
(b) COMSUBLANT/COMSUBPAC JOINT OPOD 2000/201
(c) COMSUBPAC OPLAN 5050 (SUBLOOK/SUBMISS)
(d) COMSUBPACINST 8500.2B (Tactical Warfare Training and Certification Manual)

1. GENERAL. Operations in the Hawaiian operating areas will be conducted in accordance with this appendix, following the general guidelines provided elsewhere in this OPOD and reference (b). Specific guidance for these local operations are contained in the CTG 14.5 Hawaiian Weekly OPSKED. This includes event number, ships participating, underway times, start and stop times, type of exercise and assigned areas. Local exercises requiring more detail will be covered with a separate OPOD prepared by the appropriate ISIC, such as COMSUBRON ONE, COMSUBRON THREE, or COMSUBRON SEVEN.

2. AREAS. The Hawaiian operating areas and submarine operating authority are addressed in Annex A to reference (b). The geographic area is subdivided into smaller operating areas described in reference (a) and are shown on NIMA charts 19002, 19339, 19379, 19387 and 19388. These areas are under the general control of COMTHIRDFLT; however, coordination and assignment of individual OPAREAS are delegated to local commands.

a. CTG 14.5 is the coordinator and scheduling authority for all areas except those grid areas beneath air warning areas W186/188 which are controlled by PMRF operations. The PMRF Grid areas are: A3XX/B12XX, C4XX/C12XX, D3XX/D12XX, E2XX/E11XX, F1XX/F11XX, G1XX/H10XX, I2XX/I8XX, J5XX/J8XX, K6XX/K8XX. CTG 14.5 may authorize other commands to use CTG 14.5 areas when there is no conflict with submarine operations.

b. For specific operations (e.g., PCOOPS, POMCERT, KILOEX, TRE) the CTG 14.5 Hawaiian Weekly OPSKED may be supplemented by a detailed Operation Order (OPOD). When water assignments/depth separation schemes are assigned by the OPOD, the area assignments in the OPOD take precedence and will be constrained within the geographic area assigned by the CTG 14.5 Hawaiian Weekly OPSKED. These additional assigned areas are typically for contingency purposes and are not authorized for use until directed by either OPOD Change or Ops Directive from CTG 14.5. Subordinate commanders preparing OPODs for specific exercises must ensure that area assignments are coordinated with CTG 14.5.

c. The nature of certain exercises requires that they be conducted outside of the Hawaiian fleet operating areas. Ships participating in such exercises will be listed in the CTG 14.5 Hawaiian Weekly OPSKED for only those periods during which portions of such operations are conducted in the Hawaiian Operating Areas (i.e., transit).

d. Submarine test and trial areas are discussed in Appendix 2 to Annex C of reference (b).

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3. TRANSIT LANES. Two submarine transit lanes for submerged transits have been established in the Hawaiian fleet operating areas. The general purposes of these lanes are included in paragraph 3.b of Annex C. These transit lanes are active only when assigned by CTG 14.5.

a. Transit Lane ALOHA is oriented NE/SW and defined by the following Grid areas: K15XX/K16NW, J15SE/J17NW, I16SE/I18NW, H17SE/H19NW, G18SE/G20NW, F19SE/F21NW, E20SE/E22NW, D21SE/D23NW, C22SE/C24NW, B23SE/B24XX, A24SE.

b. Transit Lane HULA is oriented NW/SE and defined by the following Grid areas: K11XX, J10NE/J11XX, I9NE/I11SW, H8NE/H10SW, G7NE/G9SW, F6NE/F8SW, E5NE/E7SW, D4NE/D6SW, C3NE/C5SW, B2NE/B4SW, A1NE/A3SW.

4. HAZARDS TO NAVIGATION

a. Fleet Area Control and Surveillance Facility, Pearl Harbor (FACSFAC) issues a daily oparea synopsis message for the Hawaiian OPAREAS. This message lists those operations which may be hazardous to non-participants. CTG 14.5 monitors these messages and will provide pertinent information to SUBPAC ships when warranted.

b. All ships assigned to the operational control of CTG 14.5/COMSUBTRAGRU HAWAREA are on automatic distribution for Broadcast Notice to Mariners. To be put on distribution for Fourteenth Coast Guard District Local Notice to Mariners, ships should correspond directly with:

Commander Fourteenth Coast Guard District
Federal Building, 9th floor
300 Ala Moana Blvd
Honolulu, HI 96850

Local Notice to Mariners contain information pertinent to navigation and provide the most up-to-date navigational data available. COMSUBTRAGRU HAWAREA maintains the most recent Fourteenth Coast Guard District Local Notice to Mariners which are available for review in the COMSUBPAC COMMAND CENTER.

c. Two training minefields exist in the Hawaiian Opareas. Ships operating submerged in the Hawaiian Opareas shall plot the positions of the training minefields on all applicable charts. When operating in the vicinity of a minefield, depth limitations will be implemented. Further information concerning these training minefields is contained in reference (d).

(1). A shallow water training minefield is located in Hawaiian Fleet Operating Area N16, centered at 20-31-30N/156-46-00W with a radius of 3NM. Limit depth to 220 feet or less.

(2). A deep water training minefield is located in Hawaiian Fleet Operating Area J7, centered at 21-54-00N/159-48-00W with a radius of 3NM. Limit depth to 500 feet or less.

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5. INTER-HAWAIIAN ISLAND TRIPS

a. Requests to visit Hawaiian Island ports shall be submitted in accordance with Appendix 6 to Annex C of reference (b).

b. Submarines will not be scheduled to moor at State of Hawaii controlled piers unless a surface ship is moored inboard at the pier. This is necessary because the heavy surge prevalent in these ports can cause damage to both submarines and piers.

c. Trips to ports in the Hawaiian Islands will be scheduled in the CTG 14.5 Hawaiian Weekly OPSKED which serves as the movement order for such trips. Communications requirements for such trips are as delineated in Annex K to reference (b).

d. The SUBOPAETH will ensure that weather reports will be forwarded to ships at anchor in the Hawaiian area. If weather reports are not received, contact CTG 14.5 for assistance.

6. AIRCRAFT SERVICES. Aircraft are routinely assigned to submarines to support torpedo firings or enhance submarine mission area training. Where a submarine is unable to communicate with the aircraft or it appears that the aircraft is not in the exercise area, the submarine should inform COMSUBPAC Command Center via SATHICOM or immediate message. The COMSUBPAC Command Center will contact the appropriate aircraft commanders by telephone or message.

7. ROUTINE TRANSFER OF PERSONNEL/MATERIAL TO/FROM SHIPS AT SEA

a. As a matter of routine, transfers of material and/or personnel to and from ships at sea are scheduled. Because of the hazard to personnel safety introduced by placing personnel on deck of a submarine at sea, transfers should be conducted in sheltered waters except under the most favorable conditions.

b. Personnel transfers at Port Allen, Kauai during the winter months (DEC-MAR) have historically been unsuccessful due to large swells. Port Allen transfers during these months should typically not be scheduled.

c. The configuration of a submarine, particularly that of SSNs, makes at sea transfers of personnel difficult. Helicopters are generally denied a proper reference point and consequently find it extremely difficult and hazardous to hover over a submarine. Transfers employing helicopters will not normally be conducted.

d. Specific details concerning routine transfers of material and personnel are contained in Tab H of this appendix.

8. HARBOR FACILITIES AND PROCEDURES Tab B details facilities available and procedures to be followed by ships entering, departing or moored in Pearl Harbor. Additional

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information concerning harbor facilities and procedures for ports under COMSUBTRAGRU
HAWAREA cognizance can be located in DMAHTC Pub 941 chapter 7.

TABS:

A--HAWAIIAN OPAREAS WEEKLY OPSKED

B--PEARL HARBOR FACILITIES AND PROCEDURES

C--HAWAIIAN AREA TORPEDO RETRIEVER OPERATIONS

D--HAWAIIAN AREA DISPERSAL CONDITION ALFA PLAN

E--HAWAIIAN AREA DISASTER PREPAREDNESS AND SORTIE PLAN

F--HAWAIIAN AREA SEARCH AND RESCUE (SAR) AND MAN OVERBOARD
PROCEDURES

G--PACMISRANFAC HAWAREA UNDERWATER RANGE OPERATIONS

H--ROUTINE TRANSFERS OF PERSONNEL/MATERIAL AT SEA

I--HAWAIIAN OPAREA GRID SYSTEM

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TAB A TO APPENDIX 1 TO ANNEX C TO COMSUBPAC OPORD 205 HAWAIIAN OPAREAS WEEKLY OPSKED

1. OPSKED FORMAT.

1. GENERAL.

2. SCHEDULE OF EVENTS FOR PERIOD (TIME) TO (TIME) (MO) (YR):

EVENT SHIP	EXER	TIME	AREAS	NOTES/RMKS
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A. (Day and date)

(Schedule info)

B. (Day and date)

(Schedule info)

Example:

2. () SCHEDULE OF EVENTS FOR PERIOD 010000W1 TO 072359W6 JAN 97:

EVENT SHIP	EXER	TIME	AREAS	NOTES/RMKS
A. MON 01 JAN 97:				
01001 HOUSTON	TYT	0000 1400	K10XX/L11XX	1.(PH)(1400W5).
B. TUES 02 JAN 97:				
02001 LOS ANGELES CHARLOTTE	POPS	0000 2400	L13XX/O16XX	2. LOS ANGELES (DD4)(1400W5) 7. (CSS-1 OPORD XX-YR). 15. CHARLOTTE: PH-1315W0.

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2. NOTES:

NOTE 1: UPON COMPLETION OF LAST SCHEDULED EVENT, RETURN TO PORT () AT TIME () UNODIR. (E.G. 1. (PH)(1000) WHERE "1000" INDICATES ETA POINT PAPA HOTEL.

NOTE 2: CONDUCT PERSONNEL TRANSFER VICINITY () ABT (). (E.G. 2. (DD4) (1000)

NOTE 3: REMAIN ABOVE/BELOW KEEL DEPTH () FT WHILE TRANSITING AREAS () FROM-TO (). (E.G. 3. (BELOW 300)(AREAS)(0800-1400).

NOTE 4: OPERATE IAW INSTRUCTIONS PROMULGATED (). ((E.G. 4. (CSS-3 OPORD XX-YR)).

NOTE 5: CHOP WITHOUT SIGNAL TO () AT (). (E.G. 5. (14.1) (162-00W9).

NOTE 6: GENERAL REMARKS: (E.G. 6. SURFACE AT 1400/ETC.).

3. GENERAL COMMENTS

a. The most common method to assign depth zones to multiple submarines in the same area is in an OPORD using "NOTE 4" in the OPSKED. When an OPORD is used, information contained in the OPORD will not be repeated in the OPSKED using NOTE 3.

b. Operations in the Hawaiian OPAREAS are authorized from surface to MOD unless:

(1) Depth zones are specified for multiple submarines in same areas. or

(2) OPORD assigned by NOTE 4 authorizes different depths (i.e. 700ft-MOD or 600 - 800 ft).

c. The term MAX OPERATING DEPTH (MOD) is defined as: The maximum test depth for the class of submarines in question, provided no other engineering or NAVSEA restrictions are in effect limiting the ship to a depth less than test depth. When such restrictions are in effect the shallower depth will be the ships MOD.

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TAB I TO APPENDIX 1 TO ANNEX C TO COMSUBPAC OPORD 205 HAWAIIAN OPERATING AREA GRID SYSTEM

1. General. A geographic grid Oparea System has been established in the waters surrounding the Hawaiian Islands for use by Third Fleet Ships and Submarines.
2. Boundary limitations. The Hawaiian Area grid system consists of letter designated East-West rows that are 20 minutes of latitude in height and number designated North-South columns that are 20 minutes of longitude in width. The grid system is bounded by latitude 25° N, latitude 17° N, longitude 162° W, and longitude 154° W.
3. Area Assignment. These areas will be assigned by the CTG 14.5 Hawaiian Weekly Opsked.
4. Grid Description. The Hawaiian Oparea Grid System is shown in Figure 1 and described below.

- a. Rows extending East/West between degrees/minutes of latitude as follows:

ALPHA	-between 25°00'N and 24°40'N
BRAVO	-between 24°40'N and 24°20'N
CHARLIE	-between 24°20'N and 24°00'N
DELTA	-between 24°00'N and 23°40'N
ECHO	-between 23°40'N and 23°20'N
FOXTROT	-between 23°20'N and 23°00'N
GOLF	-between 23°00'N and 22°40'N
HOTEL	-between 22°40'N and 22°20'N
INDIA	-between 22°20'N and 22°00'N
JULIET	-between 22°00'N and 21°40'N
KILO	-between 21°40'N and 21°20'N
LIMA	-between 21°20'N and 21°00'N
MIKE	-between 21°00'N and 20°40'N
NOVEMBER	-between 20°40'N and 20°20'N
OSCAR	-between 20°20'N and 20°00'N
PAPA	-between 20°00'N and 19°40'N
QUEBEC	-between 19°40'N and 19°20'N
ROMEO	-between 19°20'N and 19°00'N
SIERRA	-between 19°00'N and 18°40'N
TANGO	-between 18°40'N and 18°20'N
UNIFORM	-between 18°20'N and 18°00'N
VICTOR	-between 18°00'N and 17°40'N
WHISKEY	-between 17°40'N and 17°20'N
YANKEE	-between 17°20'N and 17°00'N

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b. Columns extending North/South between degrees/minutes of longitude as shown:

ONE	-between 162°00'W and 161°40'W
TWO	-between 161°40'W and 161°20'W
THREE	-between 161°20'W and 161°00'W
FOUR	-between 161°00'W and 160°40'W
FIVE	-between 160°40'W and 160°20'W
SIX	-between 160°20'W and 160°00'W
SEVEN	-between 160°00'W and 159°40'W
EIGHT	-between 159°40'W and 159°20'W
NINE	-between 159°20'W and 159°00'W
TEN	-between 159°00'W and 158°40'W
ELEVEN	-between 158°40'W and 158°20'W
TWELVE	-between 158°20'W and 158°00'W
THIRTEEN	-between 158°00'W and 157°40'W
FOURTEEN	-between 157°40'W and 157°20'W
FIFTEEN	-between 157°20'W and 157°00'W
SIXTEEN	-between 157°00'W and 156°40'W
SEVENTEEN	-between 156°40'W and 156°20'W
EIGHTEEN	-between 156°20'W and 156°00'W
NINETEEN	-between 156°00'W and 155°40'W
TWENTY	-between 155°40'W and 155°20'W
TWENTY ONE	-between 155°20'W and 155°00'W
TWENTY TWO	-between 155°00'W and 154°40'W
TWENTY THREE	-between 154°40'W and 154°20'W
TWENTY FOUR	-between 154°20'W and 154°00'W

c. Two submarine transit lanes have been defined for use only when activated by CTG

14.5. The transit lanes are defined as follows:

(1) Transit lane ALOHA is oriented NE/SW and is defined by the following points:

21°20'N 157°20'W
 21°40'N 157°20'W
 25°00'N 154°00'W
 24°20'N 154°00'W
 21°20'N 157°00'W

(a) These points define an area which includes the following Grid area:

15XX/K16NW, J15SE/J17NW, I16SE/I18NW, H17SE/H19NW, G18SE/G20NW,
 F19SE/F21NW, E20SE/E22NW, D21SE/D23NW, C22SE/C24NW, B23SE/B24XX, A24SE.

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(2) Transit lane HULA is oriented NW/SE and is bounded by the following points:

21°20'N 158°20'W
22°00'N 158°20'W
25°00'N 161°20'W
25°00'N 162°00'W
21°40'N 158°40'W
21°20'N 158°40'W

(a) These points define an area which includes the following Grid areas: K11XX, J10NE/J11XX, I9NE/I11SW, H8NE/H10SW, G7NE/G9SW, F6NE/F8SW, E5NE/E7SW, D4NE/D6SW, C3NE/C5SW, B2NE/B4SW, A1NE/A3SW.

d. Area descriptions. All areas will be described by a letter/number code:

(1) An entire Row is described by a single letter code followed by the suffix XXX.
(2) An entire column is described by a prefix X followed by a numeral(s) followed by a suffix XX.

(3) A single rectangular area is described by its row designator, column designator and by a suffix XX.

(4) Each rectangular area can be further divided into half areas using one of the following designators:

NX: Northern area half: That area north of the center latitude.

SX: Southern area half: That area south of the center latitude.

EX: Eastern area half: That area east of the center longitude.

WX: Western area half: That area west of the center longitude.

NE: Northeastern area half: That area North and East of the diagonal line connecting the NW and SE corners of the grid area.

SW: Southwestern area half: That area South and West of the diagonal line connecting the NW and SE corners of the grid area.

NW: Northwestern area half: That area North and West of the diagonal line connecting the NE and SW corners of the grid area.

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SE: Southeastern area half: That area South and East of the diagonal line connecting the NE and SW corners of the grid area.

(5) An operating area is described by specifying the row and corridor of which it is composed. If the operating area is composed of a rectangular set of grid areas, the operating area description can specify the northwestern and southeastern grids respectively, separated by a slash.

(6) Examples:

(a) AXXX. The entire row ALFA, encompassing the area bounded by 25°00'N, 24°40'N, 162°00'W, and 154°00'W

(b) X1XX. The entire column ONE encompassing the area bounded by 25°00'N, 17°00'N, 162°00'W, and 161°40'W.

(c) A1XX. The rectangular area encompassing the intersection of row ALFA and column ONE bounded by 25°00'N, 24°40'N, 162°00'W and 161°40'W.

(d) A1SW. The southwestern diagonal half of the rectangular area encompassing the intersection of row ALFA and column ONE bounded by 25°N 162°W, 24°40'N 162°W' and 24°40'N 161°40'W.

(e) A1XX/C5XX. The rectangular area encompassing areas A1XX, A2XX, A3XX, A4XX, A5XX, B1XX, B2XX, B3XX, B4XX, B5XX, C1XX, C2XX, C3XX, C4XX, C5XX, bounded by 25°00'N, 24°00'N, 162°00'W, and 160°20'W.

(f) A1XX/B2NX. The rectangular area encompassing areas A1XX, A2XX, B1NX, B2NX, bounded by 25°00'N, 24°30'N, 162°00' W, and 161°20'W.

(g) O1NX/O3NX. The rectangular area encompassing areas O1NX, O2NX, O3NX, bounded by 20°20'N, 20°10'N, 162°W, and 161°W.

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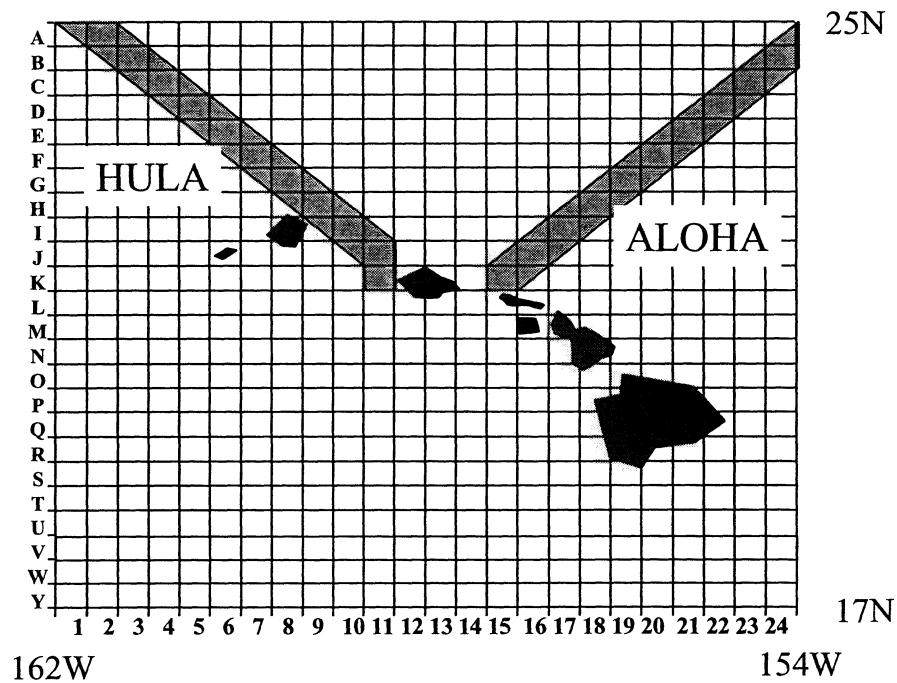
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Figure 1 Hawaiian Fleet Operating Area

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